

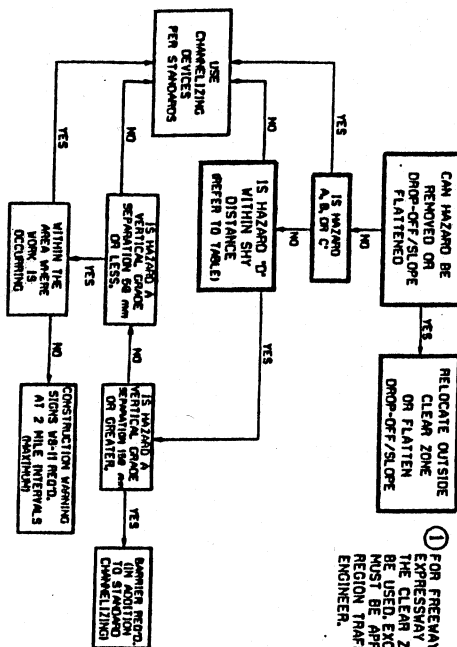
GENERAL NOTES

- A. NON-WORKING EQUIPMENT
- B. STOCKPILED MATERIAL
- C. VEHICLES AND WORKERS (NON-FLAMMABLES)
- D. VERTICAL DROP-OFFS LESS THAN 1200 MM
OR SLOPES 2:1 OR STEEPER
THAT ARE NOT IN ADDITION TO STANDARD
CONSTRUCTION SLOPING AND CHANNELIZING.
2. ALL OTHER HAZARDS OR DROP-OFFS GREATER THAN
1200 MM SHALL BE MITIGATED AS RECOMMENDED BY
THE REGIONAL TRAFFIC ENGINEER.

75 MPH	32
78 MPH	28
83 MPH	26
88 MPH	24
93 MPH	22
98 MPH	20
103 MPH	18
108 MPH	16
113 MPH	14

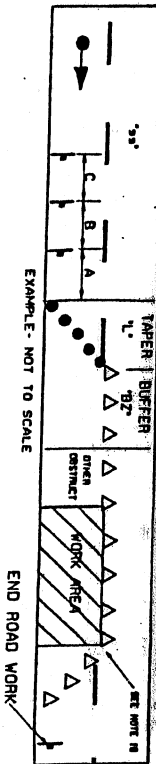
IN THE LINES FROM LONDON
TO TRAVEL LOW

① FOR FREEWAY AND EXPRESSWAY FACILITIES THE CLEAR ZONE SHALL BE USED. EXCEPTIONS MUST BE APPROVED BY REGION TRAFFIC ENGINEER.



DETAIL -AA-

	POST SPEED MPH 3"	MINIMUM SIGN LENGTH 12"	MINIMUM SIGN SPACING 3"				LENGTH OF BURIED 1/2"	FLAGGING 2-WAY TRAFFIC
			A	B	C	D		
NON INTER STATE	30	100'	200'	80'	200'	100'	50'	
	35	245'	350'	350'	300'			
	40	320'	500'	500'				
	45	540'						
	50	600'						
	55	660'						
60	720'							
65	780'					500'	100'	
INTER- STATE	65	780'	3 SIGNS SET BY INTERSTATE					500'
	70	840'	1000'	1600'	2800'	600'		
	75	900'	4 SIGNS SET BY INTERSTATE					700'
			1000'	2000'	1000'	2000'		



EXAMPLE- NOT TO SCALE

END ROAD WORK

GENERAL NOTES

1. TRAFFIC CONTROL SHALL COMPLY WITH CURRENT EDITION OF UDOT STANDARDS AND MUTCD.
2. THE CONTRACTOR MAY SUBMIT AN ALTERNATE TRAFFIC CONTROL PLAN THAT MUST BE APPROVED IN WRITING, BY THE REGION TRAFFIC ENGINEER, PRIOR TO IMPLEMENTATION.
3. ALL CONSTRUCTION WARNING SIGNS SHALL BE 1200 mm x 1200 mm MINIMUM SIZE. ALL PERMANENTLY MOUNTED CONSTRUCTION SIGNS SHALL BE MOUNTED ON NC&P-350 APPROVED WOOD OR OTHER SIGN SUPPORT, AND INSTALLED ACCORDING TO MANUFACTURES SPECIFICATIONS.
4. 3 - 106 mm SQUARE ORANGE ON FLUORESCENT RED-ORANGE FLAHS SHALL BE MOUNTED ABOVE ALL PORTABLE CONSTRUCTION WARNING SIGNS.
5. PORTABLE SIGNS SHALL HAVE A 1 m MINIMUM MOUNTING HEIGHT WHEN PLACED IN LINE WITH CHANNELIZING DEVICES OR IN URBAN APPLICATIONS.
6. PORTABLE SIGNS SHALL HAVE TWO ORANGE STRIPES OF REFLECTIVE SHEETING, 102 mm x 610 mm, PLACED VERTICALLY ON BACK OF SIGN, 306 mm FROM THE EDGE OF LEFT AND RIGHT CORNERS. THE SHEETING SHALL BE OF THE SAME COLOR AND GRADE AS USED ON THE FRONT OF SIGN.
7. FABRIC SIGNS USED AT NIGHT SHALL BE APPROVED BY THE REGION TRAFFIC ENGINEER, PRIOR TO INSTALLATION.
8. CONES AND TUBULAR MARKERS SHALL NOT BE ALLOWED FOR NIGHTTIME OPERATIONS.
9. NON-APPLICABLE SIGNS SHALL BE COVERED OR REMOVED FROM THE ROADWAY. PORTABLE SIGNS AND SUPPORTS SHALL BE MOVED BEYOND CLEAR ZONE OF ROADWAY WHEN NOT APPLICABLE. IF THIS CANNOT BE ACCOMPLISHED, PORTABLE SIGNS AND SUPPORTS SHALL BE REMOVED FROM ROADWAY. NON-APPLICABLE DEVICES SHALL BE REMOVED FROM THE ROADWAY.
10. THE OPERATION OF APPLYING NEW PAVEMENT MARKINGS SHALL INCLUDE THE REMOVAL OF NON-APPLICABLE MARKINGS.
11. FLAGGERS SHALL NOT CONTROL VEHICLES AT OPERATING TRAFFIC SIGNALS. A UNIFORMED POLICE OFFICER SHALL BE USED IN THIS SITUATION.
12. FLAGGER'S STOP/SLOW PADOLE SHALL BE 610 mm x 610 mm.
13. ANY WORK THAT ENCLOSES ON A TRAFFIC LANE SHALL REQUIRE A FULL LANE CLOSURE UNLESS THE TRAFFIC LANE CAN BE RECREATED, FULL WIDTH.
14. PRIOR TO DAILY WORK STOPPAGE, PAVEMENT AND MARKINGS OBTSCURED BY CONTRACTORS OPERATIONS (ON OR OFF PROJECT) SHALL BE CLEANED AND VISIBLY RESTORED.
15. ADVISORY OR REGULATORY SPEED CHANGES IN WORK ZONES SHALL ONLY BE USED DURING IMPACTED TIMES AND IN IMPACTED AREAS. REGULATORY OR ADVISORY SPEED CHANGES SHALL NOT BE REDUCED MORE THAN 10 MPH ON ALL HIGHWAYS. REDUCTIONS THAT WOULD EXCEED THAT STANDARD SHALL BE APPROVED BY THE REGION TRAFFIC ENGINEER.
16. TEMPORARY REGULATORY SPEED SIGNS SHALL BE 900 mm x 1200 mm MINIMUM SIZE. ADVISORY SPEED PLATES SHALL BE 600 mm x 600 mm MINIMUM SIZE AND MUST BE USED IN CONJUNCTION WITH OTHER CONSTRUCTION WARNING SIGNS.
17. THE 85TH PERCENTILE (NOMNALLY THE POSTED SPEED) PRIOR TO CONSTRUCTION SHALL BE USED TO COMPUTE THE SIGN SPACING. CHANNELIZING DEVICES, TAPER LENGTHS, BUFFER ZONES AND SHY DISTANCES. CHANNELIZING DEVICES MAY BE SPACED CLOSER IN REDUCED SPEED ZONES.
18. LANE CLOSURE TAPER DEVICES FOR 50 MPH AND GREATER SHALL BE PLASTIC DRUMS OR BARRELS.
19. DOWNSTREAM TAPER REQUIRED FOR LONG TERM OPERATIONS (MORE THAN 3 DAYS) OPTIONAL FOR 3 DAYS OR LESS.
20. THE ADVANCE WARNING ARROW PANEL SHALL BE PLACED BETWEEN THE BEGINNING OF THE TAPER AND 1/3L OF THE TAPER.

1- TAPER FORMULAS

01 LANE TAPER LENGTH IN METERS

$L = 5W_2$ (45 MPH) $L = \overline{W5_2}$ (48 MPH)

1/3L = FOR SHOULDER CLOSURE TAPE
1/2L = FOR LANE SHIFT TAPE

WHERE L = TAPER LENGTH IN (METERS)

5. POSTED SPEED IN MILE PER HOUR.

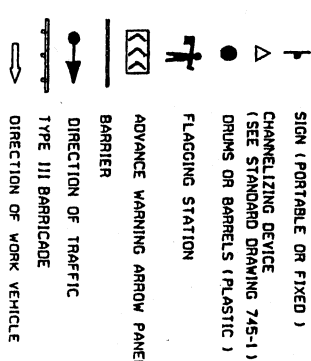
2- CHANNELIZING DEVICES

a) LANE TAPER SHALL CONSIST OF A MINIMUM OF 1 DEVICE PER 0.3 m OF LANE CLOSED WITH 1 ADDITIONAL DEVICE TO EACH TAPER.

IS LENS COATED WITH ADDITIONAL DEVICE TO START TAPE.

5" x 0.6 : SPACING (METERS) UP TO 30 m MAXIMUM.

LENGTH OF BUFFER ZONE (BZ) IS THE DISTANCE FROM END OF LANE CLOSURE TAPER TO WORK AREA OR ANY OBSTRUCTION PRIOR TO WORK AREA.



ALL DIMENSIONS ARE SHOWN IN METERS (m) UNLESS OTHERWISE NOTED.